

tion and estimate of impracticable routes of canal, it certainly required an *accurate* estimate, for as we conceive one of the very objects of an estimate is to ascertain whether the cost of the work comes *within* the means of those who are to construct it, or to take a broader view,—*within* the means of the State whose law requires the estimate.

If it be admitted that we were correct in our construction of what the law required of us, there still remains to be considered the matter of fact. Did we make such a survey or examination prior to July 26th 1836, in regard to the supply of water, as was contemplated by law, on the several summits of the Seneca, the Linganore, and Westminster routes of canal. We have already said, *that in our opinion we did*.

Of the correctness of this opinion we respectfully offer to the committee the following evidence.

1st. The *instrumental examinations* made by our direction prior to July 26th 1836, fully sustain our personal examinations made prior to that date, particularly as respects the Westminster and Linganore routes.

2d. The *instrumental examinations* made under our direction subsequent to July 26th 1836, also fully sustain the same, particularly, as before, in regard to the Westminster and Linganore routes.

3d. The *personal and instrumental examinations* of Mr. Trimble, made since our examination, have also fully sustained our *personal examinations* in regard to all the routes, *the Seneca inclusive*.

And we will add—

4th. We feel perfect and entire confidence, *with our opinion of the amount of drainage water that can be made available from a given surface*, that no actual survey or examinations, personal or instrumental, made at any time hereafter will or can result otherwise than to sustain us.

If our *opinions upon drainage* are incorrect, and it can be made to appear that we have taken very considerably too little of the downfall water in our calculations, then perhaps the Seneca route is practicable *as regards water*; but this question of how much drainage can be made available per mile of surface, is one that will not be, in any manner, affected by a thousand actual surveys of the entire Seneca route, locations and estimates thereof, make actual surveys, locations and estimates upon actual surveys, locations and estimates, and they bring you not one step nearer to settling the question of the practicability of the Seneca route *as regards water*, than you now are. The difference between Mr. Trimble and ourselves, is one of *opinion*, not of *fact*; it is a question,—unless you actually construct the work;—to be settled by the experience of other works similarly situated, not by tracing out lines of survey along the Seneca and Patuxent.

It may be asked—why did we report immediately upon satisfying ourselves of the impracticability of the several routes? Why not wait and give the appearance of taking a long time for consideration? Our answer is, that we felt it, to be imperiously our duty, the moment we